1951 31-48

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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COLINTRY

Germany (Soviet Zone)

SUBJECT

Port Information: Stettin

PLACE ACQUIRED

DATE ACQUIRED (BY SOURCE)

DATE (OF INFO.

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The reporting officer states that source is extremely polite and cooperative and that he was more than usually observant of port conditions in places that his ship visited. The reporting officer evaluated the information "F-2" and explained that the evaluation was based on the fact that this was the first report received from source.

THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR TAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NECID #7 (DIO, 8ND No 54c-53)_/

- 1. Information contained herein is based upon a confidential source's personal obervation during Spring of 1953.
- 2. In addition to information set forth in the following paragraphs, specific locations are identified on overlay to reproduction of British Admiralty Chart No 185 as follows:
 - A. Berthing location on arrival
 - B. Submarine Pen
 - C. Submarine Pen
 - D. Submarine Pen
 - E. Second berthing location
 - F. Coaling facility
 - G. Destroyed bridge replaced by Bailey Bridge
 - H. Destroyed bridge replaced by Bailey Bridge
 - I. Temporary bridge of wooden construction
 - J. Shipyard
 - K. Grain silo
 - L. Czechoslovakian Quay Zone
 - M. Polish Quay Zone N. Soviet Quay Zone
- 3. Source stated he saw nothing which would enable him to answer the specific questions contained in NIRM 18 unless the approximately 20 PT boats which are moored at B, C and D on overlay of reproduction of British Admiralty Chart No 185, along with various types of fishing vessels are so considered. These PT's were identified as being similar to the Vosper class. They were approximately 70' in length, appeared to be of Italian design, manned by Soviet sailors and armed with automatic weapons of from 25 to 50 caliber. U.S. Officials Only

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- 4. There was a shippard noted at point of an overlay to reproduction of British Admiralty Chart No 185, but only merchant ships were present. Three ships were in building, and two were launched and fitting out. Of the three, one was about ready for launching, one was framed up and the third had the keel down. The two fitting out appeared to be coastal type freighters estimated at about 1200 GRT.
- 5. German pilots handle shipping from Kiel to Swinemude, and Polish pilots from Swinemude to Stettin. They speak English and did not deviate from existing charts. They are compulsory at all times but will not take vessels in at night.
- 6. Customs, health and other officials board incoming vessels at point A on overlay to reproduction of British Admiralty Chart No 185 and followed the usual procedures of inspection which lasted four hours. They sealed optical, ships radio and camera equipment; but not personal radios.
- 7. No critical features were encountered in reaching berth.

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- Vessels do not pass under any bridges from seaward to point A on overlay to reproduction of British Admiralty Chart No 185.
- 9. Vessels do not pass overhead cables but do encounter several underwater cables which are identifiable by "do not drag" signs on the beach.
- 10. Tugs are used to assist all vessels in entering port and are also used for berthing or shifting. They are old construction, coal burning, steam driven and quite powerful. They appeared to be a German-built boat, about 60 feet in length. The number present is unknown.
- 11. Source was aboard a vessel that was meered at point A on overlay to reproduction of British Admiralty Chart No 185 for one-half a day, then shifted to point E on overlay to reproduction of British Admiralty Chart No 185 to discharge a cargo of 7,600 tons of ground nuts. Source's ship departed in ballast.
- 12. The entire quay mentioned above is divided into three zones: the Czechoslovakian, Polish and Soviet, which are identified by indicators L, M and N on overlay to reproduction of British Admiralty Chart No 185, respectively. The quay is of atoms construction, has apron width of one thousand feet and 25 feet of water alongside.
- 13. Lighters are available and eight were used by source's vessel. They were German canal types and had an estimated capacity of one thousand tone. They were in good condition and efficiently handled.
- 14. No unfavorable winds or currents were noted.
- 15. Water was available at dockside but required boiling before consumption. The supply was abundant and was delivered by pipeline from dockside with a 22 inch standard hose connection. Rate of delivery estimated at 10 tons per hour.
- 16. Docks were in good repair and well lit.
- 17. There were four marginal railway tracks at quay where source's vessel discharged. The distance from the wharf edge to closest track was four feet. They were connected to a mainline railway system as cargo was discharged into a 20 to 25 car modern freight train with a large coal curning locomotive. The cars were of steel construction with double sliding doors. When loaded the train departed to Czechoslovakia.
- 18. Discharge from cargo holds was effected by using ships gear to lighters alongside and jib cranes to railway cars on the quay. There were a total of 12 cranes noted on the quay; electric drive with an estimated three ton capacity.

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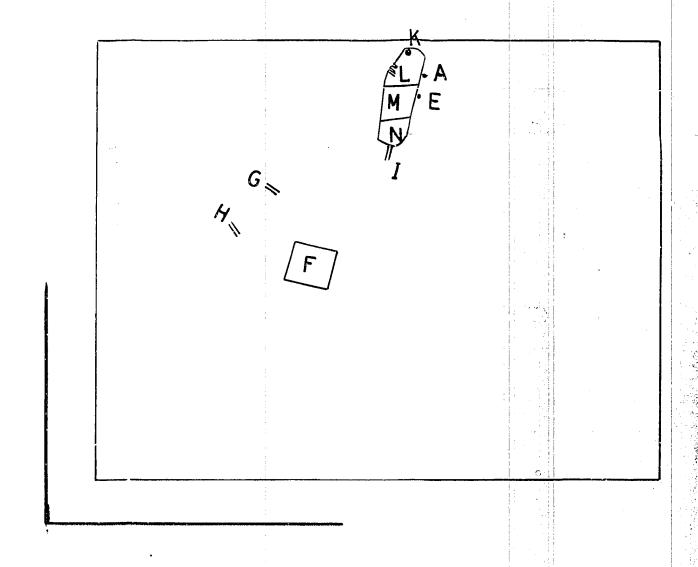
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- There was no other cargo handling equipment observed but a grain silo was noted at point K on overlay to reproduction of British Admiralty Chart No 185.
- Stevedores consisted of males (average age 30 years) in the holds with females 20. as checkers. They worked in gangs of 5; 25 persons to a gang. Working hours were from 0800 to 2100.
- There is a brick warehouse under construction on quey near point E on overlay to reproduction of British Admiralty Chart No 185, and about 50% completed. Dimensions are 1500' by 75'. The corrugated galvanized steel roof is completed. and the sides are partially bricked up.
- Several acquaintances of the source availed themselves of medical facilities . 22. while in port and reported them to be quite adequate and well equipped; the doctor in charge was thought to be quite capable.
- 23. No contagious diseases were noted in port and there were no restrictions on garbage or sewerage for visiting vessels. The port appeared in fair sanitary condition.
- Source noted a newly completed coaling facility of considerable size at point F on overlay to reproduction of British Admiralty Chart No 185. He thought it to be less than two years old and similar to the one at Humpton Roads, Virginia; with inclined railway tracks where cars can discharge onto a moving conveyor belt system.
- 25. In going to the city center, source traveled via automobile where he noted bridges indicated by G. H and I on overlay to reproduction of British Admiralty Chart No 185.
- Source stated generally: All permanent bridges have been destroyed, townspeople 26. were shabbily attired, reticent to talk, government stores well stocked with inferior merchandise, no black market and no out of bounds areas in the city. There were no restrictions on the taking of pictures.
- The capacity of the port was estimated at about eight average murchant ships, but is not too active at the present time.
- Two Soviet merchant vessels were noted at point N on overlay to reproduction of British Admiralty Chart No 185. They were modern, in good repair and of about 4,000 CRT. Their lines suggested possible German construction.
- One average size merchant freighter, of Polish registry, was noted at point N 29. on overlay to reproduction of British Admiralty Chart No 185.

Available on loan from the CIA Library is the everlay to reproduction of British Admiralty Chart No 185 referred to in the foregoing report.

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PORT STETTIN & APPROACH B.A-185

